interest or at a big discount to equalize the existing four per cent. Exterior Loan.

The Finance Minister reported last month that another item of the budget shewed a deficiency in Oct. of Pesetas 9,312,500 (say £290,200), compared with the corresponding month last year, namely the redemption money paid for freedom from military service. It is to be hoped that this particular source of income may continue to decrease, for I cannot help regarding the principle on which it is raised as positively base. It is worked in this way: The Minister of War decides on a levy of so many men. Each recruiting district has to furnish its quota more or less in proportion to its population. Suppose, for instance, Granada had to supply one hundred, every individual in condition for service who had not already drawn his number would be called upon to do so. There might be five hundred drawn and numbers one to one hundred would have to serve. Of this hundred we will suppose twenty are well off or have means and eighty-one poor, the latter would have to join the ranks whilst the twenty have two ways of evading the service. Firstly, there are substitute agents who, for a certain sum, say twenty pounds sterling, undertake to find a substitute. The conscript pays his redemption money, the agent always has in view a number of unfortunates who are ready to sell themselves for ten or twelve pounds and he pockets the difference. The military authorities give ample time for these negotiations in which, however, a hitch does occur sometimes, for if by any chance the substitute fails to put in an appearance at enrolment, the new conscript has to present himself. Secondly, to avoid such a contingency it is safer to go direct to the military bureau of conscription and pay the full government indemnity of £60. This is an iniquitous source of revenue for the Government. The military authorities count on a certain number of conscripts falling short of the levy and really draw more than they need, so that in reality for every £60 received by the Government on this [illegible] some poor fellow, of the excess, is exposed to have to risk his life to make up a possible deficiency in the required total. The patriotic ideal holds no place in such a brigand system of 'money or your life.' Troops are still being sent out to Cuba by every steamer of the Transatlantica Co. The peasantry are selling their little holdings to save their children. Hence frequent meetings have been held in many towns in Spain to protest against this alleged violation of the constitution which, in theory, admits of one law for the poor and another for the rich. Last month at mass meetings in Antequera and Ronda it was resolved to petition the Government in favor of obligatory military service without redemption. Conscripts have been freely distributed about the country (the last were seized at Cuidad Real) inciting the recruits to escape from enrolment. Mothers' meetings and women's riots (notably at Saragossa) having had no effect, the press is, at this moment, taking up the cause of the poor widows. The *Liberal*, under the heading of 'Errors of recruiting,' frequently draws attention to the hardships of the poorest class. Cases are cited of one son after another being drafted off to the wars, leaving widowed mothers absolutely resourceless. Some have gone mad; others have hoped to find relief in suicide. Nearly every fortnight brings to Cadiz, Barcelona or Corunna, the sickening spectacle of several hundreds of poor fellows returned from Cuba and the Philippines maimed in combat or broken down with disease. Until about two months ago little heed was paid to their personal comfort on arrival. They were disembarked and transported to hospitals or barracks just as they came. So many expired between ship and shore that charitable persons united to provide them with suitable clothing, and now they are well cared for by the Red Cross Society and other analogous beneficent institutions. Spain is notoriously a country of beggars, but these last two years I have observed quite a non-professional class of mendicants seeking public alms. Home trade and private incomes are so crippled by taxation that economy is forced upon the monied classes who can no longer support so many hangers-on. An empty treasury, due to the wars, has brought paralyzation in public works. Scores of municipalities are virtually insolvent. The spirit of enterprise, never very pronounced in Spain, is damped by the uncertainty as to what may happen next, for civil war is the prospect after the pacification of the Colonies and the return of the troops. Even with a bountiful harvest Spain always requires large stocks of foreign wheat. With the recent abnormally high prices of this staple abroad and import duty raised (from 3½ pesetas) to 10½ pesetas per 100 kilograms, the average price of flour has necessarily risen. But the municipality of Madrid controls the selling price of bread and brought pressure to bear on the bakers who declared they could no longer sell bread at the old price. To do so they would have to lower the journeyman's wages. For a couple of months the men went out on strike. They demanded the ludicrously small pay of thirteen pence (seven reales) per day and food. The Government took up the matter for the public weal and deputed 350 soldiers assisted by 40 volunteer bakers to work at 80 bakeries which the strike affected. Eventually the men yielded and the strike ended on the 2nd Nov. Small shopkeepers find business so slow that they try to make up for it by keeping open up to unreasonable hours to draw custom. Madrid is meditating an agitation amongst the [illegible] of early closing.

imported entirely that a miner, with a wife and family to support, hardly lives—he merely exists. Incredible exaggeration on the mine owners and foreman's part on the gold basis render it impossible for them to pay higher wages, hence there have been several strikes requiring military [illegible] to quell them. These are some of the [illegible] we now see the towns crowded with able-bodied men appealing to public charity. And a vast deal is really done, in a private way, to alleviate their sufferings, for the Spaniard is a generous alms-giver. Cruel and vindictive towards a personal enemy the Spaniard is remarkably compassionate and condoning towards society's foes. As a recent instance, a great court lady commissioned Father Coloma (the celebrated author of the popular novel *Pequeneces*) to travel from Madrid to Barcelona and back solely to distribute material relief amongst the widows and children of the executed anarchists. If there is the faintest chance of saving a condemned man's life there is never wanting a few to solicit it. Respectable citizens in the provinces have a perfect horror of a public execution, and if they do not succeed in having it take place elsewhere they leave the town for several days. There is no police regulation against begging. In all the years I have known Spain I never saw a beggar harshly treated or reproved by a Spaniard for following his calling. If the passer-by cannot, or is not disposed to give he dismisses the solicitant with *Dios te ampare hermana* (God help you, brother). And the expression has often to be used. In Cadiz, for example, last month there were hundreds of casual beggars furnished and in the last stage of privation. Some were artisans and labourers willing to work. Ninety of them were Cubans banished from their island and thrown on to the streets of Cadiz. In the town of Arcos de la Frontera (Cadiz province) municipal employés, whose pay was five months in arrear, were asking for alms in the streets. Nor are matters improved by the recent calamities in Seville, Malaga and Valencia which have been grievously inundated. At Herrera, near Seville, a swollen stream swept away all the cattle, horses, pigs and grain in the place and nearly every house was damaged, because the people being surprised by the outburst at 5 o'clock in the morning, had to make their escape through the roofs. In Malaga, the principal street, Calle de Larios, which I consider worthy of any capital in Europe, was converted into a river course. Trunks of trees were carried down it and the principal square was two feet deep with water. The people of Valencia affirm that the flood over their town this autumn has never been equalled in the last half century.

Happily resignation is a prominent feature in the national character. Calamities from natural causes are stoically met with a shrug of the shoulders and a devote allusion. The people are not given to brood much over adversities which do not affect them individually. The wheel of amusement and frôlic goes round the same. The well-fingered guitar of the blind beggar, or the café minstrels' soul-stirring strains of the 'jota' have not lost their power to dissipate despondency. A genial climate warms the heart and cheers the soul. Last month's annual feast of the Sevillian cigar girls was a spectacle as brilliant as if their sweethearts had been there to dance with them instead of fighting the rebels in Cuban deflés. Perhaps nowhere in the world is so much natural beauty to be seen in a glance. The 'torero' retains his old popularity; he is still the infatuating idol of a people who ever delight in sanguinary emotional scenes.

JOHN FOREMAN.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 30th DECEMBER, 1897.

THE PANAMA TRIAL.

The defendants in the Panama trial have been all acquitted.

THE REPORTED FRENCH OCCUPATION OF HAINAN.

The French Government regard the reported hoisting of the French flag on the island of Hainan, as a fabrication.

[We have heard a fairly plausible explanation of the reason why the hoisting of the French flag was reported to have taken place. Straws may indicate the direction of the wind, but we believe the flag of France does not as yet flutter over Hainan, or its provincial town.—ED. *C.M.*]

THE NORTH-WEST FRONTIER.

The Afridis are very active and the picquets on both sides of Fort Ali-Musjed are freely attacked. Several casualities have occurred.

LONDON, 31st December, 1897.

THE NORTH-WEST FRONTIER.

Col. Havelock Allen, Colonel of the Royal Irish Regiment, who came to India to investigate the rumours of misbehaviour of the regiment in the present campaign, whilst riding out of Ali-Musjed was surprised and killed by Afridis.

LORD CHARLES BERESFORD AT YORK.

Lord Charles Beresford speaking at York said he regarded the situation in the Far East as alarming, and advocated an alliance between Great Britian and Japan and the acquisition of a British Naval base near the Gulf of Chusan.

NEW YEAR HONOURS

Mr Lipton, the tea merchant [illegible] Ackroyd, ex Judge of Hongkong [illegible] Knighted, and the Order [illegible] been conferred on Mr [illegible]

INDIAN [illegible]

The India Co[illegible] posed to sell [illegible] graphic Tr[illegible] bills.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Norman Isles*, Nov. 19; *Titania*, 26; *Senta*, 30; *Benlarig*, *Glutzer*, Dec. 3; *Argyll*, *Irene*, 7; *Amphitrite*, *Deike Rickmers*, *St. Ronald*, *Nestor*, *Atuka Maru*, 10; *Shanghai*, 14; *Glengarry*, 17; *Ningchow*, *Preussen*, *Prometheus*, 21; *Carmarthenshire*, *Maria Valerie*, 24; *Sydney*, *Cam*, *Tiger*, 28; *Borneo*, *Darmstadt*, *Erato*, *Glenavon*, *Amana*, *Fallodon Hall*, 31.

HOMEWARD BOUND:—*Sumatra*, Nov. 19; *Socotra*, 26; *Macduff*, 30; *Glenartney*, Dec. 7; *Colorie*, 10; *Maria Rickmers*, *St. Ninian*, 21; *Menelaus*, *Wally*, 24; *Bayern*, *Marie Jebsen*, 28; *Kintuck*, *Manila*, 31.

Mails.

The P. M. s. s. *City of Peking* with mails &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 18th Dec.

Steamers Expected.

The N. P. Co.'s s. s. *Columbia* has arrived at Yokohama and sails for Kobe and Hongkong on the 23rd Dec.

The O. S. S. Co.'s steamer *Tantalus*, from Liverpool, left Singapore at noon, the 30th Dec., and may be expected here on or about Tuesday, 4th Jan.

The E. & A. str. *Australian*, from Sydney, &c., left Port Darwin on the 27th Dec. for this port.

The R. L. s. s. *Deike Rickmers*, from Antwerp and Hamburg, passed the Canal on the 7th Dec., and may be considered due at Singapore on the 29th Dec.

The C. M. Co.'s str. *Ningchow*, from Glasgow, passed the Canal about 19th Dec., and may be considered due at Singapore on or about the 7th Jan.

The N. P. Co.'s s. s. *Olympia* sailed from Yokohama for Portland, Or., on the 28th Dec.

The N. Y. K. s. s. *Hakata Maru* left Kobe, via Moji, for this port on the 28th Dec., and is expected to arrive here on the 6th Jan.

Latest Advices.

The Imp. German Mail s. s. *Preussen*, carrying the German Mails with dates from Berlin of the 13th Dec., left Colombo on Saturday forenoon, Jan. 1, and may be expected here on or about Wednesday, the 12th Jan.

The Russian Volunteer s. s. *Kigo* left Singapore on Sunday, the 2nd Jan., and may be expected here on or about Monday, the 10th Jan.

The O. S. S. Co.'s str. *Nestor*, from Liverpool, left Singapore on the afternoon of Dec. 31st, and may be expected here on or about Thursday, Jan. 6th.

The O. & O. s. s. *Gaelic*, with mails, &c., left Shanghai for this port on Sunday, the 2nd January, at 4 p.m.

The O. & O. s. s. *Belgic*, with mails, which left hence Dec. 7th, for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama, arrived at her destination on the 31st Dec.

The M. M. Co.'s s. s. *Yarra*, with the FRENCH MAIL, left Saigon on Friday, the 30th Jan., at 7 p.m., for this port.

The N. G. I. s.s. *Bormida* left Bombay for this port on the 2nd January, and is due here on or about the 22nd January.

THEODORE Graham, master of the lorcha *Li*, was fined $10, at the Magistracy to-day, for moving his vessel in the harbour with an uncovered cargo of kerosine.

ON Friday the hearing was concluded of the Jewish synagogue case in the Supreme Court, and the Chief Justice intimated he would give his judgment in a few days.

AT the Magistracy to-day, Inspector Baker charged three men with gambling on board a junk at Stanley yesterday, two of whom were sentenced to six months' hard labour, and the third was fined $5.

A FOOTBALL match was played on Saturday last, at the Happy Valley, between Jubilee Cricket and Football Club and the Independent Cricket and Football Club. The former won by three goals to one.

IT is notified in the *Gazette* that a despatch has been received from the Secretary of State disallowing the Ordinance to amend the Widows' and Orphans' Pensions (Amendment) Ordinance. The object of the disallowed Ordinance was to make officers occupying free quarters contribute to the fund in respect of the estimated value of such free quarters.

AMONGST the other details, besides the West Yorkshire Regiment, which left by the *Jelunga*, were the following:—Lieutenants A. J. R. Greene and C. [illegible] zard, R.A.; Surg.-Lieut.-Col. [illegible] ston and Mrs Johnston [illegible] and Qr.-Mr R. Adam[illegible] man and child [illegible] Clarke, [illegible]

A[illegible]

ARRANGEMENTS are being made for a Burns' Concert on 25th January.

THE Chinese steamer *Kiang Pei*, which arrived yesterday from Hankow *via* Swatow, reports having passed a water-logged junk, bearing from Pedro Blanco N. E. by N., distant 7 miles.

IT is notified in the *Gazette* that H.E. the Governor has been pleased to recognise Mr J. Grant Smith as in temporary charge of the Peruvian Consulate-General during the absence from the colony of Mr Felipe S. Mesa, or until further notice.

H.M.S. *Powerful* arrived to-day at 1.15 p.m. She is under the command of Capt. the Hon. H. Lambton, with Commanders A. P. Ethelston and Logan S. Stanfield also on board. The last-named is engaged entirely on navigating duties.

THE *Chinese Mail* has received intelligence that the Black Flag General Yu Yung Fuk has arrived at Canton, from his native country Yumchun, and has had an interview with the Viceroy of Canton. It is reported that he has been appointed Commander in charge of the defences of Canton.

THE football match 'Scotland *v.* The World' takes place at the Happy Valley on Saturday. The Scotch team is expected to be as follows:—Goal, Purrell (Kowloon); backs, Wood (Hongkong) and Smillie (Kowloon); half-backs, Ritchie, Wilson and Henderson (Kowloon); forwards, Mackay (Hongkong), Gow (Kowloon), MacSwayed (Kowloon), Anton (Hongkong) and Duncan (Kowloon).

ON New Year's Day, the West Yorkshire Regiment embarked on board the troop-ship *Jelunga*, and sailed for Singapore to relieve the first Battalion of the Rifle Brigade. About ten o'clock, the camp at Kowloon was struck, and, led by the band of the Hongkong Regiment, the battalion marched by way of the Hunghom Road, Cameron Road, Jackson Road, Victoria View, and the [illegible] to the Kowloon Wharves, where the troopship had been moored early in the morning. The men were rapidly embarked and as quickly settled down for the voyage. On the wharf the scene was a lively one and attracted a goodly number of sightseers. The *Jelunga* is a fine vessel, but her carrying capacity was severely taxed. The embarkation of the troops was watched by several of the staff officers of the army and navy. As the West Yorkshires passed the cantonments of the Hongkong Regiment hearty cheers were raised, and the cheering was renewed at the various villas along the route. There was a rumour current that the *Jelunga* was sailing under sealed orders, and was going north instead of south. Like many other rumours in circulation at present it was without foundation in fact. The *Jelunga* has gone to Singapore, where she disembarks the West Yorkshire Regiment, and embarks the 1st Rifle Brigade, which has been on foreign service for 17 years. The 'Sweeps' return to England, but, *en route*, will drop two companies of men at Bombay to strengthen the battalion just now on active service on the frontier.

CONCERNING our old popular resident, Mr E. U. Smith (in more recent years a resident of Shanghai), the following rather amusing reference is made in the New York *Forest and Stream*, of 13th Nov. last. It will be seen that Col. 'E. U.' has not yet lost his cunning:—

'TEXAS TARPON SCORING.—I think it may interest some of the readers of your paper to know of a remarkable catch of tarpon just made at this place. On the 24th inst. Col. E. U. Smith, of Shanghai, China, landed eleven fish between 7 o'clock in the morning and 7 o'clock in the evening. The fish were all of a fair average size, running from 5ft. 4in. in length up to 6ft. 10in. All were caught by trolling from a skiff in the inlet between [illegible] and Mustang Island, where the water ranges from [illegible] used was an 8[illegible] Hoff [illegible]

THE NEW YEAR.

The New Year was ushered in with damp, disagreeable weather, a nasty drizzle having prevailed throughout the last day of the old year. With the approach of daylight, however, the weather cleared up and the sun shone forth in his full glory throughout Saturday and Sunday. The Christmas holidays had only whetted the appetites of the Colonists for more, and Saturday and to-day, appointed as the New Year holidays, were greatly relished as a source of gratification of the thirst for enjoyment which had been aroused during the previous week's holidays, and had remained in a half-suppressed condition during the working days intervening, unsettling business affairs. Although one would not expect at this season of the year to see the Colony in a dismal aspect, no matter in what condition its affairs may be, still everything goes to show that the Colony is in a very prosperous condition, and the prospects are brightening for the future. The stores have greatly exceeded previous seasons' business, and the Christmas cards, which some sceptics were inclined to believe were gone out of date, were more in evidence than they have been for many years. There was the usual round of festivities, dances and other entertainments, which despite the weather conditions were indulged in with greater heartiness than ever, and there is a general air of contentment prevading all which is extremely gratifying. The prospects of the year we have just entered are very encouraging. The clouds which for some time have been obscuring the political atmosphere of the Far East appear to be clearing away, and everything tends to show that during the present year a great revolution in Chinese affairs will take place, from which every resident is sure in some way or other to derive some benefit.

ENTERTAINMENT AT KOWLOON DOCKS.

Amongst the entertainments held on New Year's Eve, the annual dance given by the employees of the Hongkong and Whampoa Dock Co., at Kowloon Dock, is always largely attended, and the employees dispense their hospitality in a magnificent style. The reading room was simply but effectively decorated with evergreens and flags, and a covered passage led to a supper room and card room. These were all nicely decorated. A ladies' cloak-room and also a bar were placed at a convenient distance from the dance room. All the rooms were lighted by electricity, and at twelve o'clock, a very pretty arrangement of electric lamps lighted up the figures '1898.' Dancing was indulged in till an early hour, Mr Rutter proving a very genial and efficient M.C. After the New Year had been brought in by the hearty exchange of congratulations amongst the company, an exposion of fireworks, and an abortive attempt to sing, 'A Guid New Year,' the chorus proving a failure in consequence of a lapse of memory regarding the words, an adjournment was made to the supper room, ample justice was done to a splendid supper, at the conclusion of which, Mr D. Gillies, Manager of the Company, in a short speech referred to the history of the Company and the proud position it occupied at the present day. The prosperity of the Company was due to the energy of their intelligent and painstaking employees. He congratulated the Entertainment Committee on the excellence of the entertainment, and on behalf of the guests tendered hearty thanks for the enjoyment they had been afforded. Mr [illegible] Stewart, Secretary of the Committee, replied to the toast. Mr Cook, assistant manager, in proposing the health of Mr Gillies, referred to the [illegible] relations that had always [illegible] the head office and the [illegible] stated that Mr Gillies, in [illegible] given all the credit to the [illegible] perity of the Company [illegible] credit was due to [illegible] had seen the Co[illegible] prosperity to pro[illegible] drunk with music [illegible] suitably replied, [illegible] of Mr Cook, [illegible] able assistance [illegible] man who pe[illegible] thoroughly [illegible] to do the [illegible] was d[illegible] Comp[illegible] effic[illegible]

board, the work of hoisting the gun was commenced. The gun had been hoisted from the old sampan to the gunwale and was endeavouring to balance itself there when it was seized with the sudden resolve to 'fall in,' and slipping from the rope lashing it made the fatal plunge, nearly precipitating an attendant gunner. Then the Quarter-Master Sergeant arrived, and the hubbub created was sufficient for any funeral. At last the long sergeant and two gunners resolved to dive for it, and make fast a rope. These plucky fellows stripped and dived into the icy cold water, but their several attempts to find the gun were unavailing, one of the men touching it on one occasion but was unable, in consequence of the depth and coldness of the water to remain down sufficiently long enough to fix the rope. When they at last came to the surface the amount of 'gas' that escaped from the swimmers and those on the launch could never have been recorded by a recently-elected corporal through one of his meters. Advice was freely tendered on all hands until at last the swimmers benumbed with cold gave up the search and clambered on board. Efforts made to bribe a Chinese diver to go down were of no avail—'water too muchee cold.' The return journey was therefore commenced, minus one gun, the drums and fifes playing 'I aint agoin' to tell,' but it is evident they did not keep their word, for yesterday the incident was related with great gusto by many carping critical civilians who delight in scoffing. The return journey was quietly effected to Headquarters. Yesterday the gun was recovered by one of the Dock divers.

TAIKOO CLUB.

SEVENTH ANNUAL ATHLETIC SPORTS.

President:—Herbert Smith, Esq.

Committee:—Mr J. Blake, Mr J. Harvie, Mr J. Waddell, Mr C. Blake, Mr J. Coils, Mr J. Mackay, Mr R. Stuart, Mr J. Dickie, Mr J. Lochead, Mr G. Buckland.

Handicappers:—Mr C. Blake, Mr R. Stuart, Mr J. Coils, Mr J. Dickie.

Judges:—Mr C. Blake, Mr T. Gibson, Mr A. Rodger.

Timekeepers:—Mr J. Blake, Mr H. M. McKenzie, Mr C. Lesbirel.

Clerks of Course:—Mr G. A. Buckland, Mr J. Harvie.

Lap Scorer:—Mr W. Farmer.

Hon. Secretary of Sports Committee:—Mr Geo. A. Buckland.

This annual gathering took place on the Recreation Ground of the Taikoo Sugar Refinery at Quarry Bay on New Year's Day. An excellent programme of sports had been provided by the committee. Most of the bicycle events proved, in spite of the fact that A. McK[illegible] class better than the other competitors, therefore too frequent as a winner wins in the bicycle races gave the competitor a distinct advantage over all [illegible] with the result that he won the Challenge Cup presented by Mr J. H. [illegible] winner of most events [illegible] an unqualified success.

It is probably more as a social function than as an athletic meeting, however, that the Taikoo Sports have sustained the popularity since their inauguration several years ago. The word 'Taikoo' is now synonymous with 'hospitality,' and on Saturday the traditions of Quarry Bay were ably sustained. The formation of the new cycling path—an attraction in itself for athletes—has restricted the promenade space for the visitors, and the ladies, of whom there was a very large attendance, stuck more rigidly than formerly to the grand stand, but there were no bounds to the hospitality of the members of the Taikoo staff and their better halves. It is fair to say that ample justice was done to the good things provided for the visitors. During the day the majority of the office staff were present from Hongkong, including Mr. Herbert Smith, Mr Poate and Mr Dowler, and at the close of the competitions the prizes were presented to the successful competitors by Mrs Poate.

Appended are the results:—

100 YARDS FLAT RACE.—Prize presented by Victoria Recreation Club.

W. Sparkes [illegible] ran the [illegible]

HIGH JUMP (Confined.)—Previous Winners penalized 2 inches. Prize presented by Yuen Hop, Esq.

J. D. Danby	1
H. Arthur	2

Distances—4 ft. 8 in.; 4 ft. 7½ in.

OBSTACLE RACE (Confined.)—1st Prize presented by the Mitsui Bussan Kaisha. 2nd Prize by D. Currie, Esq.

H. Arthur	1
A. McKirdy	2

Time—1 min. 8½ secs.

EGG AND SPOON BICYCLE RACE, Start in Saddle (Confined.)—Once round track. Prize presented by Mrs Poate.

A. McKirdy	1
F. Shuster	2

80 YARDS SACK RACE.—Prize presented by A. H. Schoenfelder, Esq.

J. Danby	1
D. Currie	2

ONE MILE BICYCLE RACE, START IN SADDLE (VETERANS).—Competitors to be 35 years of age and upwards, and 10 years' residence in the East; 10 yards start for every year over 35. Prize presented by the Mitsui Bussan Kaisha.

J. Blake (42 years)	1
J. Dickie (39 years)	2

Time—2 min. 58 secs.

VISITORS' RACE (220 yards)—Prize presented by the Taikoo Club.

J. Rose (8 yards)	1
W. Juster (8 yards)	2

Time—33¼ secs.

CONSOLATION RACE (100 yards)—Prize presented by the Taikoo Club.

R. Dickson (20 yards)	1
F. Silva Notto (scratch)	2

Time—14 secs.

CHAMPION CUP.—Presented by J. H. Scott, Esq. To be presented to the Winner of most events.—A. McKirdy.

THE ROYAL HONGKONG GOLF CLUB.

BEST SCORE CUP FOR DECEMBER.

The following is the result of this competition, for which there were twenty-two entries and eight returns:

Mr C. A. Tomes	92	8	84
Dr J. M. Atkinson	102	15	[illegible]
Mr E. Mackay	108	[illegible]	[illegible]
Mr A. J. McClure	105	16	[illegible]
Mr H. L. Dalrymple	98	8	90
Mr E. A. Ram	99	9	90
Mr A. A. W. Spencer	108	18	90
Capt. R. M. Rumsey	101	8	[illegible]

WHAT WILL THE NEW YEAR BRING?

[illegible] who? can say what the year will [illegible] ing? [illegible] the clang of the joy bells still in [illegible] or cars, [illegible] leisure have we for hopes or fo[illegible] ears? [illegible] year is dead—let the [illegible] ring.

Life o[illegible]

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 2½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, June 2, 1897. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 7,000,000.
RESERVE LIABILITY OF PROPRIETORS..... $10,000,000.

COURT OF DIRECTORS:—
SIR C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING,—Deputy Chairman.
C. Beurmann, Esq. | A. J. Raymond, Esq.
G. D. Boning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
3 months 2½ per cent. per annum.
6 " 3½ " "
12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, November 8, 1897. 303

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ PER CENT. per annum. Depositors [illegible] on balances of [illegible]

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *Formosa*, Captain HODGINS, will be despatched for the above Ports on TUESDAY, the 4th January, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, December 31, 1897. 2563

FOR SINGAPORE, PENANG AND CALCUTTA.

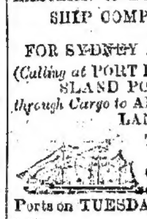
The Steamship *Arratoon Apcar*, Capt. K. H. SUNDBERG, will be despatched for the above Ports on TUESDAY, the 4th January, 1898, at 3 p.m., instead of as previously advertised.

For Freight or passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, December 30, 1897. 2541

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(*Calling at* PORT DARWIN *and* QUEENSLAND PORTS, *and taking through Cargo to* ADELAIDE, NEW ZEALAND, &c.)



The Steamship *Menmuir*, Capt. McARTHUR, will be despatched for the above Ports on TUESDAY, the 4th January, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, NEW ZEALAND available for return by the Steamers of the China Navigation Company, and vice versâ.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 30, 1897. 2560

COMPAGNIE DES MESSAGERIES MARITIMES.—

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Yarra*, Captain LE COISTELLIER, will be despatched for the above Ports on or about TUESDAY, the 4th January, 1898.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, December 28, 1897. 2538

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Yorkshire* will be despatched as above on or about the [illegible] January, 1898.

To be followed by the [illegible] on or about the 31st January, [illegible]

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

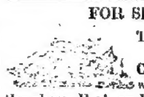
FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Mywindsor*, Captain ROBINSON, will be despatched as above on TUESDAY, the 4th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 23, 1897. 2435

FOR SHANGHAI.



The Steamship *Lyeemoon*, Captain G. HEUERMANN, will be despatched for the above Port on WEDNESDAY, 12th January, at 3 p.m.

For Freight or Passage apply to
SIEMSSEN & Co.

Hongkong, December 31, 1897. 2565

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, *VIA* STRAITS AND COLOMBO.

(*Taking Cargo at through rates for* LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Kaiser*, E. WARRALL, Commander, will be despatched as above on or about the 28th January, 1898.

To be followed by the s.s. *Chiangtu*.

For Freight, etc., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, December 31, 1897. 2566

Mails.

[illegible] STEAMSHIP COMPANY, LIMITED.

SAILING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA*

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	SATURDAY, Jan. 8, 1898, at Daylight.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, Feb. 8, 1898, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	THURSDAY, Feb. 22, 1898, at noon.

The Steamship *GAELIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, [illegible] January, 1898, at Daylight.

[illegible] through the INLAND SEA OF JAPAN, and call at [illegible] passengers are allowed to break their journey at any point en route.

Through Tickets granted to Europe, America, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities in the United States or Canada. [illegible] may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND OFFICE in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to Washington, the choice of direct lines.

[illegible] various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities in the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the office until [illegible] all Parcel Packages should be addressed in full; value [illegible]

Consular Invoices to accompany Cargo destined to points in and from San Francisco to the United States, must be sent to the Company's Office [illegible] envelopes, addressed to the Consulate of the country of destination, [illegible]

[illegible] to Passage and [illegible] apply at the Agency of the [illegible]

J. M. VAN BURKEL,
Agent.

[illegible] December 16, 1897. 2466

Mails.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

LIST OF EXCHANGE SUBSCRIBERS.

No.
A
129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.
B
137.—Bailey's Engineering Agency.
158.—Beck, J. M., Residence.
145.—Bell Asbestos Co.
172.—Benjamin S. S., Residence.
148.—Benjamin, Kelly & Potts.
79.—Beurmann C., Residence.
66.—Blackhead & Co.
139.—Blackhead & Co., Soap Factory, Sau-ki-wan.
[illegible].—Blackhead, F., Residence.
[illegible].—Boening, G. D. Residence.
[illegible] Bradley & Co.
[illegible] Co., Deep Water Bay.
[illegible] Buller, Residence.
[illegible] Peak Residence.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via S'hai, N'saki, Inland Sea and Yokohama)	THURSDAY, Jan. 6, 1898, at noon.
City of Peking (via S'hai, N'saki, Kobe Inland Sea, Yokohama & Honolulu)	TUESDAY, Jan. 25, at noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Feb. 12, at noon.

[illegible] S. *CITY OF RIO DE JANEIRO*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 6th January, 1898, at Noon, taking Passengers and Freight for Japan, the United States and Europe.

Members of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Europe, America, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities in the United States or Canada. [illegible] may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND OFFICE in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to Washington, the choice of direct lines.

[illegible] various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities in the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points in and from San Francisco to the United States, must be sent to the Company's Office [illegible] envelopes, addressed to the Consulate of the country of destination, [illegible]

[illegible] to Passage and [illegible] apply at the Agency of the [illegible]

J. M. VAN BURKEL,
Agent.

[illegible] December 16, 1897. 2466

Intimations.

E
58.—Electric Co.
58a.—Electric Co., Residence.
F
142.—Fenwick, Geo. & Co.
74.—Fletcher & Co.
G
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
44.—Government House.
193.—Gray, E. M., Residence.
H
156.—Hall, F. W., Residence.
171.—Hancock A., Residence.
50.—Harbour Master.
99.—Harling, Buschmann & Monzell.
86.—Harling, G., Residence.
95.—Haskell, D., Residence.
92.—Hormann, G., Residence.
113.—Hum Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
[illegible].—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office.
HOSPITALS.
26.—Hospital, Alice Memorial.
80.— Do. Government Civil.
115.—Hospital, Nethersole.
3.— Do. Peak.
110.—Hospital, Naval.
175.— Do. Tung Wah.
HOTELS.
32.—Hotel, Hongkong.
56.— Do. New Victoria.
29.— Do. Peak.
170.—Hotel, Windsor.
[illegible]
32.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.
J
186.—Jackson, W., Residence.
178.—Joo Tits Shing.
K
103.—Kaw Hong Take
186.—Kelly & Walsh.
185a.— do. Printing Office.
[illegible].—Kelly, E. S., Residence.
61a.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn and Macdonald.
120.—Kirch & Co.
151.—Kruse & Co.
L
91.—Lamke & Rogge.
117.—Land Investment Co.
97.—Lane, Crawford & Co.
97a.—Lane, Crawford, Store.
183.—Lauts, Wegener & Co.
189.—Lauts, T. J., Residence.
89.—Leyton, B., Office.
90.— Do., Residence.
167.—Leigh and Orange.
179.—Lloyd's Register.
M
173.—MacEwen, Frickel & Co.
123.—Mancell, A. H., Residence.
106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
114.—Meyer & Co., Godown.
124.—Meyer & Co., North Point.
153.—Michael, J. R., Residence.
157.—Michaelsen, St. C., Residence.
135.—Mitsui Bussan Kaisha.
164.—Mitsui Bussan Kaisha Branch Office.
N
125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
136.—National Bank.
109.—Naval Yard.
O
119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.
P
176.—Palmer and Turner.
127.—Playfair, G. W. F., Residence.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
164.—Po On. Insurance Co., Godown.
15.—Police Station, Central.
184.—Potts, W. Hutton., Residence.
162.—Post Master General.
135.—Price, H. & Co.
R
34.—Ray, E. C., Residence.
51.—Ray, E. C.
108.—R. E. Guard Room.
104.—R. E. Mess.
192.—Reiss & Co.
140.—Reuter, Brockelmann & Co.
76.—Richardson R. L. Residence.
194.—Ritchie, H. A.
30—Ritchie, H. A., Residence.
45.—Rope Factory.
160.—Ross A., Residence.
190.—Ruttonjee, H.
S
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
195.—Sassoon David, Sons & Co.
96.— Do. Residence.
94.—Sassoon, M. S. & Co.
132.—Schrotter, J. G., Residence.
49.—Shewan, Tomes & Co.
181.—Siebs, N. A., Residence.
[illegible] Siemssen & Co.
[illegible]ott H., Residence.
[illegible] Factory, Shaukiwan.
[illegible] Flour Co.
[illegible], Office.
[illegible] Residence.
[illegible] Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S IMPERIAL MAIL STEAMSHIP LINE.

1898. 1898.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

EMPRESS OF CHINA ...Comdr. H. PYBUS, R.N.R. ..... WEDNESDAY, 19th Jan./98.
EMPRESS OF INDIA....Comdr. O. J. MARSHALL, R.N.R. WEDNESDAY, 16th Feb./98.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R. ..... WEDNESDAY, 16th Mar./98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and thereby make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, December 29, 1897. 2511

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH Northern Pacific Railway Co.

Steamer.	Tons	Captain.	Proposed Sailing.
Columbia....	2866	A. Gow	Jan. 11
Tacoma.....	3549	A. Dixon.....	Feb. 1
Victoria....	3467	J. Patton, R.N.R.	Feb. 22
Olympia....	4608	Dobson.....	Mar. 15

FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer.	Tons	Captain.	Proposed Sailing.
Pelican.....	2388	A. Gove.....	Feb. 8
Gracemar...	860	E. Porter.....	March 8
Mogul.....	3654	W. H. Wright....	Mar. 29
.....	...	.....	...

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First Class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, January 3, 1898. 2510

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
TAMBA MARU,	MOJI, KOBE and YOKOHAMA.	WEDNESDAY, 5th Jan., at 4 p.m.
HAKATA MARU, R. NIVISON,	MARSEILLES, LONDON and ANTWERP, *Via* SINGAPORE (Transhipping Cargo for JAVA PORTS), COLOMBO & PORT SAID.	FRIDAY, 7th January, at 4 p.m.
HIROSHIMA MARU, N. OHNO,	KOBE and YOKOHAMA.	THURSDAY, 20th January, at 4 p.m.
YAMAGUCHI MARU, S. KAWAMURO,	SINGAPORE, COLOMBO and BOMBAY.	TUESDAY, 25th Jan., at Noon.
YAMASHIRO MARU, J. JONES,	SYDNEY and MELBOURNE, *Via* THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY and BRISBANE.	FRIDAY, 28th Jan., at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, December 28, 1897. 2534

[illegible] NEWS FOR HOME.

[illegible] China Mail, [illegible] the Departure [illegible] FRENCH MAIL [illegible] trains special [illegible] tables of [illegible]. The [illegible] sittings, [illegible] all as [illegible]

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

	$ c.		$ c.
Half hour . .	0.10	Three hours .	0.50
One hour . .	0.20	Six hours . .	0.70

Day (6 a.m. to 6 p.m.) $1.

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . .	0.60	Six hours . .	1.50
Three hours .	1.00	Day (6 to 6) .	2.00

Sedan Chairs.
(With Bearers)